

## Highway Transportation Now Public-Commercial Necessity

Automobile Rapidly Coming to the Front in the Nation's Development, Says R. E. Fulton, Noted Automobile Expert

BY R. E. FULTON.  
Highway transportation as a public and commercial necessity long ago received its certificate of economic justification. It has entered into the nation's scheme of things with the same wholeheartedness that characterized the railroads in their period of development. It has found its place and is exercising a powerful influence toward shortening the gap between producer and consumer. It has reached the point, in fact, where its extension must necessarily be restricted for the good of its own future and the future of the nation's transportation as a whole.

Legislators, highway engineers and those intimately concerned with motor vehicle expansion realize that unless some measures restricting the use of motor trucks are enacted, this country's progress toward its ultimate state of highway performance will be long drawn out and tedious. Even after we have constructed a system of hard-surfaced national highways it will be necessary to provide revenues for their upkeep and maintenance. To this end, it is but equitable that those vehicles which cause the greatest amount of damage to the roads should be restricted in their use at the present time, and that in the future they should contribute the largest share toward road repair costs.

**SAVE ROADS.**  
At this time, when legislation to accomplish this must necessarily assume definite form, to influence motor transportation for all time to come, it is vitally important that we make a far-reaching unbiased analysis to determine just where the basis of this restriction belongs. Not only must we save the roads, but we must do so if possible without sacrificing the increasing economies and conveniences that unquestionably would go with an expansion of motor transportation facilities.

There is a special field of transportation in which the motor truck is the only logical means of conveyance. How large a field it is, is shown by the fact that 300,000,000 tons of material were shipped by truck in 1919. Suppose this freight were transported in one-ton trucks. It would mean that 300,000,000 tons of traffic (including weight of vehicles and cargo) would pass over the roads of this country.

**COMPARISON.**  
If transported in 7 1/2-ton trucks the roads would have to bear only 60,000,000 tons of traffic. This is because the average one-ton truck carries two tons of vehicle weight for every ton of freight transported while in a 7 1/2-ton truck this ratio is reduced to less than one ton of vehicle weight for each ton of freight capacity.

Regardless of what form restrictive legislation may take the total amount of material shipped in motor trucks in 1920 will obviously be greater than the total in 1919. This country is suffering from various kinds of shortages but they are almost all directly the result of inadequate transportation. Since no other transportation agency can now take the place of the motor truck in its own recognized sphere, it is obvious that every

troiled largely by the type of drive used. In a shaft driven truck the entire weight of the final drive and its housing rides directly on the rear axle below the springs. In a chain drive truck all of the driving mechanism is carried on the frame above the springs. The tests at Washington showed that a 5 1/2-ton chain drive truck produced only 55 per cent of the road impact delivered by a 3-ton shaft-driven truck, although the larger truck naturally carried a heavier load.

If restrictive motor truck legislation is necessary and it undoubtedly is, why not proceed on a basis which penalizes actual test and far-reaching analysis just where the blame for excessive road wear belongs? Then and only then will the judgment be a permanent benefit to the growth of highway transportation and its relation to public welfare.

## Here's Modern Advice for Motor Speeders

Did you ever notice a ragged hole about the size of a silver dollar in the rear of a car? This little ragged hole is the result of carelessly turning corners.

Many motorists swerve swiftly around a corner without slackening speed. They fail to allow sufficient leeway between the car and the curb in order to clear the rear wheel. When too sharp a corner is made the rear wheel will often graze the edge of the curb or climb up on it. This peels off some of the side wall rubber. Though little thought of, this injury, according to Miller and other experts, is often the first cause of a later side wall blowout. The facts of the case are that the fabric side wall, having lost its rubber protection, is left against the elements, quickly deteriorates. If taken in time, the repair of such an injury is very simple.

The motorist may make a temporary repair by cleaning with gasoline, and then covering with a plastic, self-vulcanizing gum. When an opportunity arises, from this damage, he should take to a surgeon for a permanent repair.

## Motor Classifies Careless Motorists

"Of all the ways that have been hit upon by careless motorists for ruining tires on the road, there may be accepted as standard, underinflation, misalignment of wheels and heedlessness in driving," says a writer in the June issue of Motor, the national magazine of motoring. "There are many other methods short of placing a tire in contact with a whirling grindstone for divorcing it of its tread and injuring the inner fabric, but these three are the most usual. Of them underinflation is probably the commonest cause for the early demise of a casing."

Motor writer proceeds to discuss the various methods of ruining tires and to point out in detail the opposite procedure which, if followed, will build into a good casing may be expected in the form of service by the car owner.

## Oh, Boy! Farmer Has New Ideas for Autos

Private "farm-to-table" services with passenger cars and trailers may become popular if the idea of a new to-do New Yorker catches on. His plan is to bring fresh fruit, vegetables, milk, poultry and eggs from his farm in New Jersey to his city home in a trailer of about 1,500 pound capacity drawn by one of his eight-cylinder passenger automobiles. He even contemplates bringing in hay for his saddle horses.

The plan is perfectly feasible and is the best way of hauling small quantities of farm products direct from nearby farms to city homes. Two or three trips a week will keep the home supplied with all the fresh farm products it can use during summer and fall, while occasional trips in the winter will suffice to bring in stored fruits and vegetables. The trailer can be attached or detached instantly and does not interfere with the use of the car for customary passenger purposes. The use of a trailer avoids the carrying of baskets, crates, sacks, etc., in the tonneau of the car, with consequent soiling and damaging of the upholstery and finish of the machine.

## BRIGHAM SOCIETY

(Continued From Page Two)

of Willard and Mrs. Annie Scow of Escalante, Utah, are enjoying an extended fishing trip on Paradise creek.

Miss Manilla Forsgreen has returned to Brigham from Salt Lake where she has been for the past six months.

Miss Mabel Edwards of Willard spent Thursday in Brigham visiting friends.

Orson Hudson is home for a few days from Soda Springs.

Mr. and Mrs. Clifton Pierce returned last evening from Salt Lake.

Dr. and Mrs. H. C. Bryan have as their guests J. F. Kelly of Montana, father of Mrs. Bryan, and Mrs. Spencer Forrest of Nephi, sister of Dr. Bryan.

Tuesday evening at 8 o'clock Mrs. George Gilbert was happily surprised by a host of friends who came to celebrate her 83rd birthday anniversary. The party was a real old fashioned one, the evening being spent in singing and the retelling of early day experiences. Thirty-two guests were present, including friends and rela-

tives, the out of town guests being Mrs. James Mack of Ogden, Mrs. Zilpha Raymond of Cache valley, a sister of Mrs. Gilbert, and Mr. and Mrs. James Smith of Preston. Mrs. Smith is also a sister of Mrs. Gilbert.

Mrs. D. Baron, J. Strauss of Salt Lake, and Mr. and Mrs. Ben Abramson have left for an extended trip through Yellowstone park.

Lorin Ivins, nephew of Mr. and Mrs. Abel S. Rich, returned to Nevada after spending some time in Brigham. Mr. Ivins has just recently left the U. S. service and has been made a member of the faculty of the industrial school at Elko. Lowell Rick accompanied Mr. Ivins home where he will remain a month.

Mrs. J. F. Erdmann leaves Monday for an extended visit with relatives in Dalton, Neb., and Harvard, Mich. She expects to be gone several weeks. Miss Fay Jeppson, a granddaughter, who has been living with Mrs. Erdmann for some time, will return to her home in Blackfoot when her grandmother leaves for the east.

Pres. S. Norman Lee, Joseph and David Stohl went to Salt Lake Tuesday afternoon with Junius Romney who was up on business matters. Mr. Lee and David Stohl have been summoned to serve on the grand jury.

Mrs. Clara Robson of Mesa City, Ariz., who has been visiting in this city a few days with their daughter, Mrs. Charles Wells, left for her home Wednesday.

Mr. and Mrs. Hyrum S. Phelps of Mesa City, Ariz., have been visiting in this city a few days with their daughter, Mrs. Charles Wells. They left for their home in Montpelier, Idaho, where he will visit relatives for ten days or two weeks. This winter Mr. and Mrs. Phelps will reside at Logan where they expect to work in the temple.

Friday evening a canyon party was given at the home of Mrs. J. P. and her daughters, Mildred and Ruby of Iowa, who have been the guests of Mrs. Ruth Forsgreen Conline for the past week. Besides the guests of honor, the party included Mrs. Alice Forsgreen Edmonson of Ashton, Mr. and Mrs. Julia M. Wright and Mrs. Ruth Conline.

Mr. and Mrs. James Halverson had as their house guests last week, Mrs. John Pingree, Mrs. William Randall and Mr. Hugh Pingree of Ogden.

Mrs. Rhoda Smith and Mrs. Ruth Conline spent Sunday in Salt Lake.

The Desert camp of the Daughters of the Pioneers met at the home of Anna Josephson last Friday. A program was given which included a sketch of the life of Mrs. Josephson by her daughter, Mrs. Josephine Josephson Olsen and a solo by Sarah J. Walker. After refreshments were served, a four-generation group picture was taken of which Mrs. Josephson was the center.

At 4 o'clock Wednesday, the Boy Scouts of the four city wards, who were all assembled at the courthouse, left in automobiles for Paradise creek canyon on an annual hike which will last of next week. Packed by provision wagons which left at 2 o'clock a. m., the Scouts rode as far as Nicholas ranch and from that point hiked to Twine Mill on the Paradise creek. Scout Commissioner Ernest Freeman, assisted by Scout Leaders Ernest Truman, D. O. Anderson, Franklin Peterson, Lee Wright, Dan Olson and Victor Bott, supervised the hike and outing. The wives of the scout leaders also accompanied their husbands and were driven up by Mr. N. I. to his home in the Hudson sedan. Some of the scout's parents have also joined the outings.

Miss Charlot E. Dancy, former supervisor of the S. S. nurse, was the guest of Mr. P. J. Peterson over the week-end. Miss Stella Peterson accompanied her back to Salt Lake City today.

Mrs. Kate Erdman is slowly recovering from a severe illness.

Mr. and Mrs. Joseph L. White and children, Mrs. Joseph Knudson, Miss Elva Knudson, Miss Selma Dale, Mr. Arthur Smith and Mr. Edgar Knudson returned to the Utah Hot Springs Saturday evening. After the plunge a delightful basket luncheon was enjoyed in the supper room.

Miss Edith Gates, sister of Mrs. A. L. Stout, is spending a few days in this city before resuming her position in the East Side high school.

Miss Zilla Mathias and Miss Laura Mathias spent Friday in Ogden.

Miss Elva Knudson has as her house guests Miss Selma Dale of Salt Lake and Mr. Arthur Smith of Logan.

Mr. and Mrs. Joseph F. Hanson left Sunday for the Pacific coast, where they will spend the next two or three weeks. Going first to Portland they will take the boat to San Francisco, and after spending a few days there, will continue on down to Los Angeles by water.

Mr. and Mrs. N. P. Pierce, formerly of Brigham, now residents of Salt Lake, motored to Brigham Sunday accompanied by President and Mrs. Charles W. Penrose.

Mrs. Sophia Valentine of Salt Lake City is visiting friends and relatives in Brigham.

Miss Margaret Davis, Miss Marguerite Hubbard, Rulon White, Merline Cook and Lester Ward were hosts and hostesses at a canyon party Sunday afternoon. Following a ride up the Ogden canyon the party selected a cool spot where a delicious tray luncheon was enjoyed. The Hermilage resort furnished other entertainment to complete the day's trip. Those present were Lydia Holmgren, Ellen Zundel, Alice Eddy, Pauline Hubbard, Minnie Holmgren, Hilda Woyatt, et

Alfred Olson, Powell Ipson, of Salt Lake City, Charles Hubbard, Karl Lee, Merline Cook, Rulon White, Lester Ward.

Mr. Harvey Montenson of Salt Lake City, was a Brigham visitor Sunday.

Mr. and Mrs. H. J. Packer and Mrs. J. P. Peterson and children, Veleys, Eva and Calvin, in company with a party from Logan, have gone to Bear Lake for a week or ten days.

Miss Laura Lovendale has returned from Salt Lake City, where she has been spending the summer.

Tuesday morning Mr. Bevard Nichols and Mr. Levi Anderson left for the east with a trainload of sheep. The former trips have been made to Omaha and Kansas City, but Mr. Nichols expects to go to Chicago this year. They will be gone ten days or two weeks and will visit various places of interest on their return.

Mr. and Mrs. W. H. Knudson and children accompanied by Mr. and Mrs. J. Decker left early Sunday morning for the Bear Lake resort. They expect to be gone about three weeks.

On Sunday Mr. and Mrs. Arnold Knudson of Salt Lake City who were visiting with relatives over the week-end, Mr. and Mrs. Benjamin Knudson and baby, and Miss Lily Knudson, made a delightful motor trip to Logan, returning late in the evening.

Monday evening the following party returned from a week's outing on Paradise Creek: Mr. and Mrs. O. G. Barger, Mr. and Mrs. Orson Tingey and Mr. and Mrs. John Lee and families.

Thursday, Mr. and Mrs. W. L. Holst and son Leonda, and Mrs. Olive Jensen Stratford left on an extended trip through Idaho. They went first to Burley at which place they visited with Mr. and Mrs. Albert Squires. From there they went to Pocatello, where Mr. Rae P. Stratford joined the party, then continued on to Mackay to spend a week fishing and enjoying life in general.

Miss Venice Morris of Salt Lake City is the guest of Miss Alice Reeder for a week.

Miss Rula Ward had as her house guests over the week-end, Mrs. Wilfred Cannon and baby of Salt Lake City.

Julius Brunn of Salt Lake was a Brigham visitor Sunday. Mr. Brunn was formerly of this city.

Mrs. Florence Penrose left Monday for Weiser, Idaho, where she will visit a few days with her sister, Mrs. Walter Kelley.

Miss Lou Horsley has returned from Salt Lake City, where she has been for the last five weeks. While there

she underwent a serious operation for the removal of both the gall bladder and appendicitis. Dr. George F. Harding performed the operation at the L. D. S. hospital.

Miss Marie Anderson of Logan accompanied Miss Anna Knudson home from Logan Tuesday and will be her guest for the week.

Mrs. Sarah Christensen has returned from visiting Mr. and Mrs. Andrew Funk in Evanston, Wyo.

Early Wednesday Mr. and Mrs. Denmark Jensen and daughter left in their car for Bear Lake, where they will visit relatives and enjoy the beach for a few days.

Mr. and Mrs. W. H. Shurtliff have returned from a week's fishing trip in South Fork canyon, east of Huntsville.

Mrs. D. H. Page of Boise, Idaho, who has been visiting at the home of her sister, Mrs. James Knudson, returned home Monday.

Mr. and Mrs. E. W. Dunn spent Sunday in Logan, guests of Dr. and Mrs. E. Oldham.

Mr. and Mrs. James Mack, Miss Ada Mack of Ogden and Mr. Glen

Mack were guests of Mr. and Mrs. R. L. Fishburn and Mr. and Mrs. F. W. Fishburn last week.

Dr. R. T. Willey and Mayor John W. Peters have been on a fishing trip on Blackfoot river. They expected to return today.

Mrs. Lorenzo N. Stohl, Miss Camille Stohl and Master Ralph Stohl of Salt Lake City, spent the week-end in Brigham visiting relatives and friends.

Mrs. Gluff Poulsen, Mrs. Carrie Thompson and Miss Bernice Gilbert are spending a few days in Provo.

Mrs. George Flister and children are visiting Mrs. H. Hudman in Ogden canyon while Dr. Flister is away on his trip.


Sunday last Miss Lillian Wight left for San Francisco, where she expects to remain a month.

Mr. C. W. Knudson made a business trip to Salt Lake City today.

Miss Alice Doremus is spending two weeks in Salt Lake City visiting relatives and friends.

Mr. William Preston spent Tuesday in Ogden.

Mrs. J. Edward Taylor of Salt Lake is spending a week with her parents, Mr. and Mrs. W. O. Knudson.



# ESSEX

## SAN FRANCISCO TO NEW YORK IN FOUR DAYS

An Essex stock car left San Francisco August 5, at 12:01 a. m. It arrived in New York August 9, covering a distance of 3363 miles in 4 days, 14 hours and 43 minutes. This new record was 12 hours and 47 minutes better than any other car has ever made over that distance.

To those who know the Essex it is not surprising to hear of this latest achievement. On the market less than two years, the Essex has shattered record after record and established new ones with a consistency that has but one explanation—superior mechanical excellence.

Remember, this latest astounding record was made with a stock car, a twin brother to the Essex cars in our salesrooms.

Essex Achievements Are the Result of Hudson Engineering. The Essex is built by the makers of the Hudson Super-Six. The Hudson, you might say, is the parent car—the product of genius that also has gathered a string of speed and endurance records.

But the greatest evidence of Hudson's stamina comes from the more than 100,000 owners, who find a smoothness of action and faithfulness of performance that stamps the Hudson Super-Six as America's finest car.

We have Hudson and Essex models in our showrooms which we would be very glad to have an opportunity of trying out with you.

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Wait!

Briscoe has been specializing for years on reducing weight while increasing comfort and rideability. You know the remarkable gasoline and tire mileage records of the car.

Briscoe engineers have produced, in the 1920 model, a car that may justly be called

**The Leader of Light-Weight Cars**

Leads in many other features, too. Here in a few days. Touring and roadster models—and a sedan royal that's a beauty.

**White-Robinson Auto Co. BRISCOE**

2300-02 Washington Ave. Phone 340

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## CHEESMAN'S RE-NEWED AUTOMOBILES

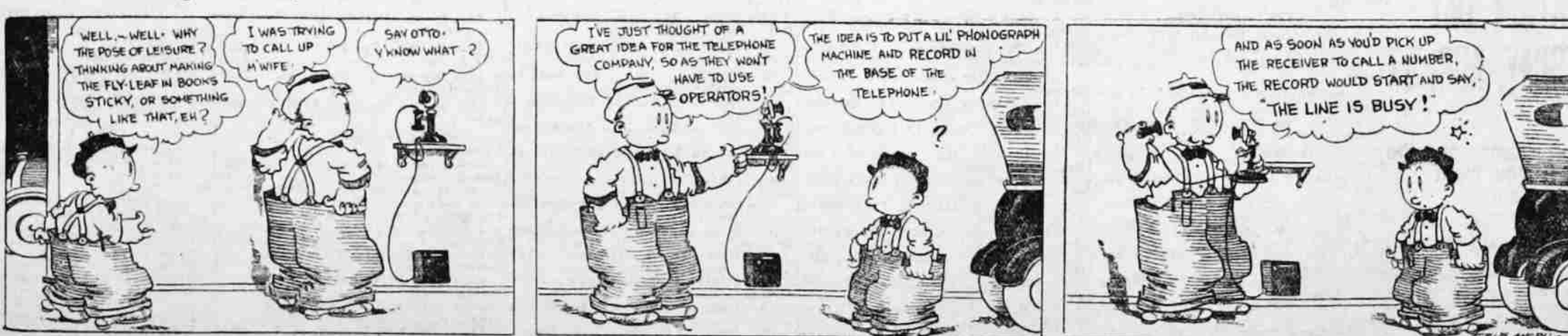
- Oakland "Six" Touring Car
- Grant "Six" Touring Car
- Monroe Roadster
- D-45 Buick Touring Car
- Ford Touring Car
- Ford Roadster
- Ford Sedan
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- Peerless Seven-passenger
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OTTO AUTO—Clem Is Quite Subtle.



By Ahern

Mrs. J. Edward Taylor of Salt Lake is spending a week with her parents, Mr. and Mrs. W. O. Knudson.

The Misses Jennie and Sophia Bloom have returned from a two weeks' visit in Salt Lake.

Wednesday Bishop and Mrs. Brigham Wright left by auto for Idaho Falls, where they will spend ten days visiting members of their family. On the way they will stop a while at Bear Lake.

**BOY BURNED TO DEATH PLAYING WITH MATCHES**  
(By International News Service.)  
NEW YORK—William Dalton, four years old, was burned to death while playing with matches in his home in North Bergen. He set fire to his clothing and died in the hospital.

His grandmother, Mrs. Richard Dalton, 66 years old, was badly burned about the face and arms trying to save the boy.